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Chapter 7 - Special Programs**TABLE OF CONTENTS**

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Chapter 7

Special Programs

7.1 Foreign Objective Damage (FOD) Prevention

7.1.1 Cleanliness of catapult and arresting gear equipment and machinery areas and the prevention of damage through loose or foreign objects is essential to safe operations. Foreign object damage to ALRE can be catastrophic to the equipment and could lead to the destruction of aircraft and serious injury to personnel. A continuing successful program to combat FOD (including fluid spills) requires active all hands participation.

7.1.2 An effective FOD prevention program that identifies, corrects, and eliminates causal factors is a command responsibility. A successful program depends on command support, knowledgeable and aware personnel, and a high degree of integration into the overall maintenance effort. Each carrier shall develop and implement a strong FOD prevention program, issue specific directives on internal control, and ensure verification of program compliance for all ALRE systems. The V-2 Division Officer is assigned ALRE FOD prevention responsibilities.

7.2 Metrology and Calibration (METCAL)

7.2.1 The METCAL program, established by SECNAVINST 3960.6 (NOTAL), provides for calibration and repair facilities to ensure optimum performance of precision measuring equipment (PME). COMNAVSEASYS COM has overall management control for the Navy's METCAL program which is defined by NAVSEAINST 4734.1A (NOTAL). ALRE PME is also governed by the provisions set forth in NAVAIRINST 13640.1A (NOTAL). Activities will use the nearest supporting IMA for calibration support, as specified in appropriate directives.

7.3 Aircraft Launch and Recovery Equipment (ALRE) Discrepancy Reporting Program

7.3.1 The ALRE Discrepancy Reporting Program is the method by which hazardous situations, material/publications deficiencies, and improper quality assurance procedures are reported. It includes the ALRE Quality Deficiency Report (QDR), ALRE Hazardous Material Report (HMR), ALRE Engineering Investigation (EI) request, and the ALRE Technical Publication Deficiency Report (TPDR). This program is discussed in detail in Chapter 11.

7.4 Tool Control

7.4.1 The Tool Control Program (TCP) provides a means to rapidly account for all tools following completion of a maintenance task,

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thus reducing the potential for FOD. Responsibilities for compliance with this program are in paragraph 12.5.

7.5 Corrosion Prevention and Control

7.5.1 To prevent mishaps, excessive out-of-service time, serious damage to aircraft and equipment, and a resultant reduction in readiness with increased costs, corrosion must be prevented or corrected at all levels of maintenance. Responsibilities for corrosion prevention and control, and documentation procedures are outlined in NAVAIRSYSCOM, NAVSEASYSYSCOM and other supporting directives. Under Organizational Maintenance Management Systems (OMMS NG), corrosion control documentation is mandatory. For additional information, see Appendix C for corrosion codes that must be entered on the ALRE MAF, OPNAV 4790/160.

7.6 Non-destructive Inspection (NDI)

7.6.1 NDI is the practice of evaluating a part or sample of material without impairing its usefulness. Program requirements are defined in NAVAIRINST 13070.1B (NOTAL). NDI support for ALRE maintenance is a function of intermediate maintenance activities and is routinely obtained from AIMDs and SIMAs.

7.7 Configuration Management

7.7.1 COMNAVAIRSYSCOM has management responsibility for controlling and tracking modifications to aeronautical equipment using the technical directive (TD) system.

7.7.1.1 Configuration management applies technical and administrative direction and surveillance to (1) identify and document the physical and functional characteristics of an item, (2) control changes to any of those characteristics, and (3) record and report change processing and implementation status. Changes in equipment or the characteristics of the equipment must be documented and reported. Proper accounting of configuration changes helps ensure effective supply, maintenance, and other logistics support (i.e., current COSALs, technical manuals, and PMS coverage).

7.7.1.2 Technical documents approving specifications establish a baseline for systems, subsystems, and equipment. Any changes, modifications, or replacement of the initial equipment is a deviation from the baseline and must be reported. Baselines, plus approved changes to those baselines, make up the current configuration of a piece of equipment or system.

7.7.2 COMNAVAIRSYSCOM, as ALRE Program Manager, retains configuration management responsibility and authority for ALRE.

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NAVAIRWARCENACDIV Lakehurst, the cognizant field activity (CFA) for ALRE, prior to issuing a TD, must ensure that supply support is available, that affected documentation is updated, and that all impacted integrated logistics support (ILS) elements are adequately addressed. Current configuration status is maintained by the TYCOMs for the equipment under their cognizance. COMNAVAIRSYSCOM is responsible for ensuring that all elements (material, funding, technical manuals, training, and facilities, etc.) affected by a change proposal are adequately addressed, provided for, and approved by the Configuration Change Control Board per NAVAIRINST 4130.1C (NOTAL). NAVAIRSYSCOM also coordinates with the ALRE supply support organizations to ensure adequate spares and material support are available in the supply system.

7.7.3 NAVAIRSYSCOM TDs are issued for different systems and equipment, generally in the form of changes and bulletins. Some of these include Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aids Changes/Bulletins (LRCs/LRBs), and numerous others. COMNAVAIRSYSCOM policy and requirements for the TD program are outlined in NAVAIRINST 4130.1C (NOTAL), the NAVAIR Configuration Management Manual, and NAVAIRINST 5215.12 (NOTAL), the NAVAIR Technical Directives System.

7.7.3.1 NAVAIRWARCENACDIV Lakehurst TDs are in the form of NAVAIR service changes, bulletins, and repair procedures which direct the modification, repair, or inspection of specific equipment or systems, as detailed by NAVAIRINST 5215.10D (NOTAL). These directives provide detailed information for accomplishment and documentation of the action. Completion of the action (modification/inspection/repair) is recorded on the Configuration Service Change Form No.1511, which is provided as an enclosure to the change or bulletin. Annually, NAVAIRSYSCOM issues a Zero Bulletin that provides an index and current status of changes, bulletins, and repair procedures. Action accomplishment is documented on Form No.1511, and on OPNAV 4790/CK, Ship's Configuration Change Form to be submitted as required by OPNAVINST 4790.4C. The Form No.1511 is forwarded to NAVAIRWARCENACDIV Lakehurst, with copies to the TYCOM, NAVICP Philadelphia and NAVICP Mechanicsburg. The activity shall also take appropriate action to ensure ship's plans are modified to reflect the installed change, as necessary.

7.7.3.2 Completion of an OPNAV 4790/CK, Ship's Configuration Change Form (CCF), reports configuration status to the Weapon System File (WSF) at NAVICP Mechanicsburg. This file is the basis for supply and maintenance support for the reflected configuration status of fleet carriers. OPNAV4790/CK Form documents a configuration change resulting from:

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- a. Addition or installation of any new equipment.
- b. Deletion, removal, turn-in of any installed equipment.
- c. Replacement or exchange of any equipment (requires two documents, one for removal and one for replacement).
- d. Modification of any installed or in-use equipment.
- e. Relocation of any equipment to a new deck, new frame, or new compartment.
- f. Accomplishment of any alteration directive; i.e., Field Change, Service Change, Ship Alteration (SHIPALT).
- g. Correction of incorrect or deficient data in basic configuration records.

7.8 Installed/Discrepant Parts List (I/DPL)

7.8.1 The ALRE I/DPL Program is an automated computer program that will identify ALRE components and parts that have been determined to be discrepant. The program contains two separate databases, one listing discrepant parts, and one to locally document parts installed in shipboard ALRE equipment and systems. The program will identify discrepant parts prior to their installation and, after being updated, it will identify previously installed parts that have since been identified as being discrepant.

7.8.1.1 The Installed Parts List (IPL) contains a running account of parts installed in ALRE equipment and systems. The IPL shall be initiated, maintained, and updated by adding new items as they are installed or by updating currently installed parts when they are replaced.

7.8.1.2 The Discrepant Parts List (DPL) is used to identify parts that are discrepant prior to installation in ALRE equipment or systems. The DPL contains an up-to-date listing of all known discrepant parts that could be issued from the supply system for use by maintenance personnel. The program can also be used, after receipt of a disk with updated discrepant parts information, to determine if there are discrepant parts currently installed in ALRE equipment or systems. NAVAIRWARCENACDIV, Fleet Liaison, Code 4.8.10.5, Lakehurst NJ maintains the Discrepant Parts database. They will furnish updates to each command utilizing this program on a monthly basis.

7.8.2 Ships and applicable shore activities will submit an updated shipboard installed parts file no later than the 5th day of each

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month. Submission of I/DPL inputs should be made via e-mail to NAVAIRWARCENADLKE Fleet Liaison Code 4.8.10.5 when available. When e-mail is not available disk shall be sent to:

**NAVAL AIR WARFARE CENTER AIRCRAFT DIVISION, LAKEHURST
BLDG. 596/1 ATTN: 4.8.10.5
HWY 547
LAKEHURST, NJ 08733-5090**

To ensure disks are received in a timely fashion, NAVAIRWARCENACDIV Lakehurst Code 4.8.10.5 will notify Naval Air Systems Command PMA 251 and respective TYCOM's monthly of status of required reports.

7.8.3 Detailed instructions concerning the I/DPL Program are listed in NAWCADLKE-48J500-0007 Aircraft Launch and Recovery Equipment Installed/Discrepant Parts List Program Users Manual (Ship's) & Users Manual (Manager's).

7.9 Automated Shot and Recovery Log Program (ASRL)

7.9.1 The ALRE ASRL Program consists of two major subsystems - The ASRL Main System and the Log Entry System. The ASRL Main System is used to accumulate the log entry data from the remote work center PCs and provides an array of capabilities. The Log Entry System is designed to be installed on remote work center PCs to allow independent entry of steam catapult and pri-fly recovery data.

7.9.2 Steam Catapult Log

7.9.2.1 Catapult launching data shall be kept in a catapult rough shot log or directly loaded into a computer system running the ASRL Log Entry Program. Daily, the launching data will be transferred to the Automated Shot and Recovery Log Program (ASRL Main). Detailed instructions concerning the ASRL program are listed in NAWCADLKE-48J500-0009, Aircraft Launch and Recovery Equipment (ALRE) ADP Program Users Manual. ASRL collects all data that is also submitted on steam catapult log (NAVAIR 13820/1) forms, expands portions, and adds new elements. Specific changes are:

- Individual date/time
- Day/night column
- Ambient temperature for each entry
- Wind over deck (chart wind)
- Actual wind over deck
- Removal of clock time one data

7.9.2.2 ASRL Data shall be collected by all activities operating steam catapults for all launches, including no load and dead load. Extreme care shall be taken to provide complete and accurate

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information. A clock, synchronized with ILARTS time, shall be installed in a location where it will be plainly visible from the console recorder's station during all launches.

7.9.2.3 Ships shall print out completed log sheets and review them for accuracy prior to creating a disk for NAVAIRWARCENACDIV Lakehurst. After any corrections are made, log sheets will be signed by a catapult officer, arranged in chronological order, and retained for a period of 1 year. The backup disk will serve as the ship's permanent record and will be retained with the life of the ship.

Note

Ensure that all disks are virus scanned prior to transferring data into the system or after data has been transferred to disk. Viruses can corrupt data and disable computers. Also, viruses may be passed between computers via disk. It is essential to check disks when they are received or prior to forwarding.

7.9.2.4 Ships shall submit ASRL reports no later than the 5th day of each month. Submission of ASRL reports should be made via e-mail to NAVAIRWARCENACDIV Fleet Liaison Code 4.8.10.5 when available. When e-mail is not available disk shall be sent to:

**NAVAL AIR WARFARE CENTER AIRCRAFT DIVISION, LAKEHURST
ATTN: CODE 4.8.10.4
HWY 547
LAKEHURST, NJ 08733-5090**

To ensure disks are received in a timely fashion, NAVAIRWARCENACDIV Lakehurst Code 4.8.10.5 will notify Naval Air Systems Command (PMA 251) and respective TYCOM's monthly of status of required reports.

7.9.3 Recovery/Wire Rope History Logs

7.9.3.1 Arresting gear data shall be kept in an arresting gear rough log or directly loaded into a computer running the ASRL Log Entry System. A clock, synchronized with ILARTS time, shall be installed in a location where it will be plainly visible from the Pri-Fly Operator's station during all recoveries. Daily, the recovery data will be transferred to the Automated Shot and Recovery Log Program (ASRL). Detailed instructions concerning the ASRL program are listed in NAWCADLKE-48J500-0009, Aircraft Launch and Recovery Equipment ADP Program Users Manual. ASRL collects all data formerly submitted on Pri-Fly Recovery Log (NAVAIR 13810/4) and Wire Rope History (NAVAIR13810/5), expands portions, and adds new elements. Specific changes are:

Pri-Fly Recovery Log

- Eliminated the "mail to" block
- Added Day/Night column
- Enter a single "f" for "free flight"
- Added a signature and date block

Wire Rope History

- Eliminated the ship's identification number
- Eliminated the "mail to" block
- Reduced the number of notes from 5 to 3
- Added, OR, "Operational Requirements" in the notes
- Added a signature and date block

7.9.3.2 Ships shall print out completed log sheets of both Priority Recovery Logs and Wire Rope History and review them for accuracy prior to creating a disk for NAVAIRWARCENACDIV Lakehurst. After any corrections are made, log sheets will be signed by the Arresting Gear Officer, arranged in chronological order, and retained for a period of 1 year. The backup disk will serve as the ship's permanent record and will be retained with the life of the ship.

Note

In order to accomplish the above with any degree of accuracy and confidence, ships will submit completed ASRL disks no later than the 5th day of each month to:

NAVAL AIR WARFARE CENTER AIRCRAFT DIVISION, LAKEHURST
HWY 547
ATTN: CODE 4.8.10.4
LAKEHURST, NJ 08733-5090

Note

Ensure that all disks are virus scanned prior to transferring data into the system or after data has been transferred to disk. Viruses can corrupt data and disable computers. Also, viruses may be passed between computers via disk. It is essential to check disks when they are received or prior to forwarding.

To ensure disks are received in a timely fashion, NAVAIRWARCENACDIV Lakehurst Code 4.8.10.5 will notify Naval Air Systems Command PMA 251 and respective TYCOM's of status of required reports.

7.9.4 Flight Deck Operations Report (Part I Launching and Part II Landing). These reports shall be submitted quarterly by the Commanding Officer of all active aircraft carriers. This report shall be submitted, in paper format, via the main ALRE ASRL system, no later than the 15th day of each month following the end of each quarter to:

OPNAVINST 4790.15D

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NAVAL AIR WARFARE CENTER AIRCRAFT DIVISION, LAKEHURST

HWY 547

ATTN: CODE 4.8.10.4

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